

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,618. 五八百六十五萬第一日十初月四四年四十三精光 HONGKONG, SATURDAY, MAY 5TH, 1908. 六月九號 九月五八年零百九十一英港香 PRICE, \$3 PER MONTH.



To CONNOISSEURS

"LOLITAS" AN EXQUISITE CIGAR

Of mild flavour and fine aroma, made from the
finest specially selected Manila Tobaccos.

IN BOXES OF 50 \$5.50.

Specially Manufactured for

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS. 82

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 275 lbs. net \$5.50 per cask ex Factory.
In Bags 250 lbs. net \$5.50 per bag ex Factory.
SHewan, TOMES & CO.,
General Managers.
Hongkong, 25th April, 1908. 11938

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES.
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSEN & CO.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSEN & CO.
Hongkong, 1st March, 1907. 535

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSSG. at \$5.27 and
\$7.50 per 100g. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

W.M. SCHMIDT & CO.
Hongkong, 26th October, 1908. 729

A LING & CO.
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 730

A. TACK & CO.
26, DES VOUX ROAD, CENTRAL.

JUST LANDED A LARGE STOCK OF
WRATTEN and WAINWRIGHT
PLATES.

EASTMAN'S KODAKS and FILMS.

DEVELOPING and PRINTING
UNDETAKEN.

Hongkong, 4th March, 1907. 81

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEKE DAYS.

0.00 a.m. to 0.30 a.m. ... Every 10 minutes.
0.30 a.m. to 1.00 a.m. ... Every 15 minutes.
1.00 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 8.45 p.m. ... Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every hour.

SATURDAYS.

Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

0.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexander Buildings, Des Vouix Road Central.

JOHN D. HUMPHREY & SON.

General Managers.

Hongkong, 9th May, 1907. 647

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

OP.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1815.

Per Case.

BRANDY	★ ★ ★	-	\$22.50
"	★ ★	-	20.00
"	★	-	17.00
WHISKY, PALL MALL	-	-	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	-	12.50	
" C. P. & CO.'S SPECIAL BLEND	-	10.50	
PORT WINE, INVALIDS	-	20.00	
" DOURO	-	13.50	
SHERRY, FINO SUPERIOR	-	14.75	
" LA TORRE	-	16.00	
" OLD EAST INDIA	-	18.50	
" AMOROSO	-	20.00	
" ROYAL AMONTILLEADO	-	23.00	
" CURIO SOLERA	-	26.50	
BENEDICTINE, D.O.M.	-	Qts. 40.00	PTS. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.
HONGKONG AGENTS.

JOHN ROBERTS & COMPANY, LTD.

BILLIARD TABLE MAKERS,

BOMBAY,

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Kneels, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whiplash Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting tools, with lever for levelling, complete with the following accessories—

12 Selected Ash Cues.	1 Wall Cue Back.
1 Butt Rest with Patent Brass Head.	1 Wall Butt Rack.
1 Billiard Rest with Patent Brass Head.	1 Set Billiard Rules, Framed.
1 Long Butt.	1 East Billiard Brush.
1 Mid Butt.	1 Set "Crystallite" or "Benzoline" Bill. Ball.
1 Billiard Marking Board.	1 Box Best Cue Tips, assorted.
1 Dust Cover for Table.	1 Cue Tip Fastener with File.
1 Straightedge and 1 Circle.	1 Bottle Cue Cement.
1 Best Spirit Level.	1 Box Silk Spots.
1 Smoothing Iron with Shoe.	2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 net.

Illustrated price lists giving prices and particulars of everything pertaining to billiard can be had on application from the Office of this paper.

Hongkong, 1st April, 1904. [697-1]

TRADE TEN YEARS OLD.

\$14 PER DOZEN.

WHITE HORSE" WHISKY

BOTTLED IN SCOTLAND

FROM THE ORIGINAL RECEIPT OF 1746.

SOLE AGENTS:

LANE, CRAWFORD & CO.

BREWER & CO., LIMITED.

PEADER STREET—Adjoining Main Entrance HONGKONG HOTEL

TELEPHONE No. 696.

COLONIAL EDITION OF LATEST NOVELS \$1.75 EACH; 3 FOR \$5.00.

The Rugged Path, by Garvice.

Bedford Shire, by Headon Hill.

Not Proven, by Askew.

The Told and the Amazon, by Turner.

Sandy Carmichael, by C. J. Hyne.

The Fighting Chance, by Chambers.

Scarlet Pimpernel, by Baroness Orczy.

S' Jules, by Ian Maclaren.

The Prima Donna, by Marion Crawford.

The Conversion of Cland, by Turner.

Deep Mott Grange, by Crockett.

Doverfield's Diamonds, by L. Lynch.

John Brown; Buccaneer, by Geo. Griffith.

NEW STOCK of Best Quality TENNIS BALLS, GOLF CLUBS,

CRICKET BATS, &c.

[631]

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET!

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1783.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907. 728

CHAMPAGNE G. H. MUMM & CO.,

THE MOST POPULAR WINE.

Can be had in the following qualities:—

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE

AT ALL WINE MERCHANTS IN THE COLONY, AND FROM

SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907. 179

MIYASAKI & CO.,

COAL MERCHANTS.

17, QUEEN'S ROAD, CENTRAL.

JUST RECEIVED.—

5/4 SIZE FOCAL PLANE CAMERA with UNAR-ZEISS LENSE.

1/4 PLATE and POSTCARD SIZE FOLDING POCKET

CAMERAS fitted with TESSER-ZEISS LENSE

on COMPOUND SHUTTER at REASONABLE PRICE.

DEVELOPING & PRINTING UNDERTAKEN

[680]

THE HEAD and BRANCH OFFICES will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG.

No. 5, Queen's Road Central.

1884

HEAD OFFICE—Sakayemachi, KOBE, JAPAN.

BRANCH OFFICES—Nishinobashi, SHIMONOSAKI, JAPAN, and HONGKONG.

CABLE ADDRESSES:—

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCE
THE GOVERNOR & HOUSEHOLD.WATSON'S
Genuine Double Distilled
TOILETBAY RUM
Delightful after Shaving.WATSON'S
YE OLDE ENGLISHLAVENDER WATER
An elegant adjunct to the Toilet.WATSON'S
CARBOLIC TOOTH
POWDER
Highly recommended.WATSON'S
PURE CARBOLIC
SOAP
5 Per cent. 10 Per cent. and 20 per cent.
For the Toilet and Bath.A. S. WATSON & CO.,
LIMITED,THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

Hongkong, 30th April, 1908.

"poppy broth", and as "a drink fit for Buddha." Su Chia, a poet, wrote of it as a pick-me-up. Actual opium and its preparation is mentioned by Governor Wang Hui before 1488, as learned from the Arabs. Opium smoking, it is suggested, came in after the Spaniards had introduced tobacco smoking, about 1620, and "the practice of smoking mixed tobacco and opium" probably came from Java by the Dutch via Formosa. The practice among the Mandarins is noted in STANTON's account of Lord MACARTNEY's mission in 1793. The first anti-opium edict was issued in 1729, when only two hundred chests of the foreign drug were being imported per annum. Those chests were brought in by Portuguese from Goa. English traders in it were not heard of till 1773, the East India Company starting in 1781. "The machinery of an Imperial edict cannot have been directed against so insignificant a quantity as 200 chests . . . and that it was not considered by the Canton authorities to be directed against the foreign importation, is shown by the gradual and unconcealed increase at the rate of twenty chests a year." In 1753 it paid a master and two boatmen were fined \$2 each by the Hon. Commander Basil Taylor, R.N., at the Marine Court yesterday for failing to keep the "yolo" of their boats out of the water whilst lying alongside Praya wall in the Harbour.

The coast and engaged in the carrying trade, no attempt was made to enforce the restriction." In 1879 the recorded import, 82,927 piculs, reached its maximum. Since then native opium has become an increasingly successful competitor. It is impossible to get trustworthy statistics, "since a commodity having so high a value in small bulk, and so heavily taxed, does not in general follow the ordinary trade routes, on which taxing stations are numerous, but is carried by armed bands over unfrequented mountain roads, on which the taxing stations are few and so poorly equipped as to yield readily to superior force, and accept a composition for taxes much lower than the official rate." No foreign opium has ever been imported into Szechuan, yet the people of that province heavily and generally smoke. Giving statistics of the morphine trade Mr. Morse says, "for one vice, both for its introduction and its maintenance, foreigners must be held responsible." That is the vice by injection.

Mrs. A. H. Roopie has left for Vancouver.

Eleven plague cases yesterday bring the total up to 169.

The bathing season has commenced. The Y.M.C.A. party started this week and several private parties have also begun.

A master and two boatmen were fined \$2 each by the Hon. Commander Basil Taylor, R.N., at the Marine Court yesterday for failing to keep the "yolo" of their boats out of the water whilst lying alongside Praya wall in the Harbour.

The man who committed suicide at the Oriental Hotel on Thursday afternoon was F. W. Mackenzie. He left letters addressed to relatives. He was well known in Hongkong, having visited here frequently. Since 1903 he was employed as log superintendent in the quartermaster's department at Ilolo.

The dignity of the Prince de Sagan has again outraged. Socialists from Cincinnati have addressed a petition to Mr. Roosevelt asking him immediately to deport Mme. Gould's son, on the ground that the prince is an "undesirable alien," and a "useless drone who is trying to gain possession of millions of dollars created by American working men."

Mr. John Blackburn, of Armley, Leeds, a joiner and builder, who filed his petition in bankruptcy twenty years ago, called all his old creditors together last month and discharged his obligations in full, the small dividend he was able to pay at the time of the failure being allowed to them as interest. The creditors presented Mr. Blackburn with a silver tea-service.

The City Press states that a definite arrangement has been made for the re-erection of Crosby Hall in Chelsea, in connection with the University of London and the project for the establishment of halls of residence. A well-wisher, who desires to preserve anonymity, has given £5,000 towards the cost of the re-erection, and a further £5,000 towards the completion of the scheme. A small balance will be required, but considering the financial support the prince is receiving, this is certain to be forthcoming.

As a coolie was walking along Queen's Road on Thursday P. S. Glendenning noticed that he had a suspicious looking bundle. This he opened and found a handkerchief bearing the name Bigby. He took the man to the Police Station where he learned that a robbery at the Volunteer Headquarters had been reported that morning and that articles to the value of \$10 had been stolen. The defendant took the officer to Taipingshan where the articles were recovered. Defendant, who was found to have returned from banishment, was sentenced to two months' imprisonment for the larceny and two months for returning from banishment.

At the opening of the Swatow Post Office, our Swatow correspondent adds, Taotai Liang delivered an address in Chinese followed by an able speech in English. He dwelt upon the awakening and opening of China, upon the incentives to progress which her intercourse with the West and Japan had placed before her, and upon the inspiring example of the Customs Service, now being manned by the Imperial Postal Service. He repudiated the hope given expression to by the Chaochow Taotai that China would soon be able to enter the Postal Union, an event which would be hailed by all her well-wishers and which would not fail to benefit the empire. A full report of his speech could not be obtained as he spoke impromptu and no shorthand notes were taken. Before separating a photograph of the company was taken in front of the Post Office.

By kind permission of Major R. L. H. Burton and Officer Commanding, the Band of the Third Battalion, "The Duke of Cambridge's Own" (Middlesex Regiment), will play the following programme of music during dinner at the Hongkong Hotel this Saturday evening:—March, "The Black Horns"; Hume, "Téte d'amour"; Waldorf Selection, "Miss out of Holland"; Rubens Andante, "Melo y in F"; Robinson, "Overture"; "The Village Festival"; O'Keeffe, "Bolero"; "Io son la rosa"; Mariani Selection, "The Merry Widow"; Lehár, "Gavotte"; "Eunice"; "Perdue Regimental Marches"; "God bless the Prince of Wales"; "God save the King".

DINNER MENU.—Hors D'Envers—Eggs à la Russe. Soup—Consonni Royal. Fish—Boiled Fish and Parsley Sauce. Entrées—Lamb Cutlets and Green Peas. Fricandeau of Veal. Shrimp Pâté. Curry—Parses. Joints, &c.—Roast Ribs of Beef and Horseradish. Roast Capon and Broad Beans. Boiled Calf's Head and Piquante Sauce. Cold Game Pie and Beetroot Salad. Sweets—Macaroni Pudding. Strawberry Ice Cream and Finger Cakes. Tippy Cakes. Scotch Woodcock. Dessert—Coffee. Fruit.

The St. Petersburg paper strongly protest against the attitude taken up by the United States Consul at Harbin with regard to the spheres of influence in Manchuria, characterizing it as "an unjustifiable attempt on the part of the United States to intervene in Russo-Chinese and Russo-Japanese relations." The *Nova Vremya* says that Russia cannot admit do so as regards Southern Manchuria. The *Bourse Gazette* anticipates that Japan will make representations on the subject at Washington similar to those made by Russia. According to the *St. Petersburg* Germany is supporting the standpoint of the United States on the ground that the Americans are upholding Chinese sovereignty in Manchuria and preserving the principle of the open door.

TELEGRAMS.

[BRITISH SERVICE]

COMMERCIAL DEPRESSION.

LONDON, May 6th.
Owing to the commercial depression, 200 stockbrokers are not renewing their membership of the London Stock Exchange.

THE TOUR OF THE KAISER.

LONDON, May 6th.
The Kaiser has arrived at Potsdam from Corfu.

GREAT BRITAIN AND SIAM.

LONDON, May 6th.
Sir Edward Grey in the House of Commons said that a modification of the status of Britons in Siam, with provisions to safeguard their interests, forms a part of the proposals under consideration between the two countries.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores in the compositions during April, 1908:—

MAY CUPS.

"A" Class.
W. J. Gast ... 32 + 3 = 35
A. Jenkins ... 34 scor. = 34
J. C. Gow ... 32 scor. = 34
E. S. Carruthers ... 30 + 1 = 31
A. W. J. Watt ... 28 + 2 = 30

"B" Class.

J. C. Peter ... 30 + 4 = 34
W. L. Leak ... 29 + 4 = 33
H. G. White ... 27 + 6 = 33
W. H. T. Davis ... 28 + 4 = 32
A. Bloway ... 26 + 6 = 32

"C" Class.

I. Hatchings ... 32 + 3 = 35
L. Gibbs ... 26 + 9 = 35

DOUGLAS CUP.

E. S. Carruthers ... 58 + 2 = 60
A. Bloway ... 43 + 12 = 55
A. R. Lowe ... 21 + 24 = 45

POOL COMPETITIONS.

During April, 1908, pools have been won by:—
L. Hatchings ... 38 + 18 = 56
A. J. Gast ... 32 + 3 = 35
E. G. Jordan ... 29 + 16 = 45

On Saturday, the 9th and 10th instant, the May Cup will be shot ... at 500 yards, King's Park Range, instead of 200 yards as circularized.

THE PRINCE DE SAGAN.

DEBROUFS OF BECOMING A GERMAN SUBJECT.
The Prince de Sagan, whose courtship of Mme. Anna Gould, who divorced her cousin the Count Bon de Castellane, is meeting with such opposition, is making overtures and arrangements with a view to becoming a German subject.

The Prince's title and much of his property come from Germany, and it is believed that the Emperor would welcome so rich a subject—that is if the marriage with Mme. Gould were to take place—and that the Castellane incident would be ignored.

The Prince's younger brother, the Duke de Valençay, would, in the event of the Prince becoming a German, take full control of the family property at Valençay, where he is now residing.

The New York "Herald" states that conciliatory steps are being taken by the Gould family towards Mme. Anna Gould, who is still in her apartment at the St. Regis. All signs point to the family finally acceding to Mme. Gould's determination to be married to the Prince de Sagan.

The Prince and his brother are the sons of the fourth Duke of Talleyrand, the head of one of the most illustrious houses among the French aristocracy.

GAVE HIS LIFE FOR THE COLOURS.

SOLDIER'S TRAGIC DEATH AT BARRACKS FIRE.
A fatal fire occurred in the early hours of one morning last month at the military barracks, Mullingar, occupied by the 4th Battalion Royal Fusiliers.

The officers' mess was found to be in flames, and several men at once rushed to save the colours (heavily deposited).

Four were fearfully burned, and a private named Inglesfield received such injuries that he died during the afternoon.

Another man broke his spine, and he and a third man are not expected to recover. The colours were saved, but the extensive billiard room recently fitted up was destroyed, along with some valuable plates. The origin of the fire is unknown.

The damage is estimated at between £200 and £300.

THE CHOICE OF AN ALLY.

St. Petersburg, April 4.
The "Cronstadtik Vestnik" is regarded as being the official organ of the Ministry of Marine. It publishes an interesting article dealing with the question, "Ought Russia to be on Germany's side in that of Great Britain?" The journal referred to says that the answer ought not to be at all doubtful, for, in case of an Anglo-German war, if Russia took sides with Germany, then neither Russia's Baltic Fleet nor that of the Black Sea would run any danger, in spite of England's great Naval superiority over Germany.

Gradiants continue slight in the South, and light or moderate S.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S.E. winds,

Formosa Channel... ... { light, fair.

South coast of China between { S.E. winds,

Hongkong and Lantau... ... { same as No. 1.

South coast of China between { same as No. 1.

Hongkong and Hainan... ... { same as No. 1.

LOCAL SPORTS.

HONGKONG SCHOOLS SPORTS.

This annual event, which was postponed from April 27th, took place yesterday at the Happy Valley in beautiful weather. As usual the entries were so numerous that the heats had to be decided previously, and the finals provided some good sport.

The officials were:—

Patrons—H. E. Sir Frederick Lugard, K.C.M.O., C.B., The Right Rev. Bishop Pozoni, Sir H. S. Barkley, K.C., The Hon. Sir C. P. Chater, K.C., C.M.C., Dr. G. H. Baxton-Wright, Mr. H. N. Mody, and Mr. J. J. Leiria, Vice-Consul for Portugal.

Clerks of the Course: Messrs. H. L. O. Garrett, A. R. Sutherland, and S. B. Moore.

Starters: Mr. H. Sykes, and Rev. Bro. Cyprian.

Judges: Messrs. A. Morris, W. H. Williams, G. A. Hancock, Rev. Bro. Stephen.

Handicappers: Messrs. H. Sykes, and E. Tanner.

Official Time-keepers: Messrs. A. W. Grant, and A. H. Crook.

Stewards: Messrs. F. A. Hazelton, C. A. D. Melbourne, B. D. C. Wolfe, E. A. Irving, The Hon. Dr. Ho Kai, W. D. Bradwood, Capt. E. W. Lyons, Rev. Bro. Christian, G. Piercy, The Hon. W. R. Ross, Hayes, Ho-Tung, The Hon. Wei Yuk, Fung Wa Chun.

General Committee:—Messrs. A. W. Grant, H. L. O. Garrett, A. Hamilton, R. C. Barlow, A. O. Brawn, B. Tanner, S. H. Moore, A. H. Crook, R. H. Birbeck, W. H. Williams, H. Sykes, A. Morris, Rev. Bro. Stephen, G. F. Martin, A. H. Sutherland.

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WATKINS, LIMITED.

BRITISH NAVAL DISASTER.

The report of the general managers to be presented at the ninth ordinary annual meeting of shareholders to be held at the Company's Offices, on May 30th reads:—

Gentlemen.—We beg to submit to you our report and statement of the accounts for the year ended the 31st December, 1907.

PROFITS AND LOSS ACCOUNT.

The result for the year shows a profit of \$13,282.32, to which must be added rents receivable \$832.23; banking interest and transfer fees \$52.24, making a total of \$13,856.78.

This, your general managers find necessary to allocate to meet interest on mortgages and loans \$2,539.15; depreciation \$3,072.54; reserve for doubtful debts, \$1,726.90; building depreciation reserve \$2,900, and loss on subsidiary coins and exchange \$2,963.55, leaving a balance of \$754.58 to carry forward to next account.

AUDITORS.

The accounts have been audited by Messrs. Lowe and Bingham.

CHAN A. FOOK, General Manager.
G. A. WATKINS.

Hongkong 11th March, 1908.

PROFIT AND LOSS ACCOUNT.

For the year ended 31st December, 1907.

To mortgage interest	1,400.00
To interest on loan and overdrafts	1,130.16
Depreciation	2,000.00
Shop fittings and furniture at 15 per cent.	1,710.46
Stock in trade	2,262.05
To reserve for doubtful debts	1,726.90
To building depreciation	1,726.90
To loss on subsidiary coins	1,393.55
To loss on sterling exchange	1,570.49
To balance carried to next account	754.58
By balance of working account	11,482.32
By bank interests and transfer fees	622.23
By bank profit	32.24
BALANCE SHEET, 31st December, 1907.	LIABILITIES.
Capital—	
10,000 shares of \$10 each, fully paid	100,000.00
Loans payable	2,000.00
Trade creditors—	7,000.00
Open account	4,222.44
Unclaimed dividends	466.10
Building depreciation reserve account	14,802.82
As per balance sheet 31st December, 1906	13,000.00
Amount transferred from 1907 profits	2,000.00
Reserve for doubtful debts:	
As per balance sheet 31st December, 1906	3,212.75
Transferred from 1907 profits	1,726.90
Adv.	
Recoveries in 1907 less bad debts written off	20.28
Profit and loss account	5,900.00
ASSETS.	ASSETS.
Buildings—	
As per last balance sheet 31st December 1906 (see reserve for porters)	20,000.24
Additions and improvements during year	300.00
Furniture and fittings—	
As per balance sheet 31st December 1906	11,406.69
Less depreciation at 15 per cent	1,710.46
Additions during the year	9,696.03
Aerated water plant—	
As per balance sheet 31st December 1906	5,105.90
Stock on hand: (sterling ex-change 1.9-3.4)	65,357.51
Less depreciation written off 1906 profits	3,737.92
Less depreciation written off 1906 profits	2,262.05
Trade	26,858.37
Bundies	2,001.04
Unexpired fire insurance and licences	1,105.17
Cash	1,801.31
Russo-Chinese Bank	45.10
Hongkong & Shanghai Banking Corporation	720.58
In hand	2,375.99
LORD KITCHENER'S WARNING.	

THIRTY-FIVE LIVES LOST.

The naval disaster reported by telegraph in the "Daily Press" last month, was to the Portsmouth Division of the Home Fleet which left Spithead on a practice cruise under Rear-Admiral Arthur Mr. Farquhar, C.V.O.

It was arranged that a number of mosquito vessels, acting independently, should make a surprise attack on the battleships and cruisers on the passage to Portland. The night was dark, and rain fell in a blinding drizzle. The conditions were ideal for successful operations, by the small ships. All steaming lights were out, as usual, and stern lights were masked.

Under these circumstances—closely resembling those of actual war—the destroyers fell upon the bigger ships when they were of St. Catherine's Point. During the manoeuvring—the weather being very thick and vision much obscured—the destroyer Tiger, which was travelling at a high speed, ran across the bows of the armoured cruiser Berwick. With razor-like precision the great ship cut the smaller vessel in two.

Indeed only one-half of the destroyer sank, and the other portion disappeared a few moments later. Boats were at once lowered from the cruisers Berwick and Gladiator, and the engineer, officer, and 22 men were rescued. The remainder of the crew, including Lieutenant W. E. Middleton, in command, were drowned. The death-roll numbered 35.

It is Majesty the King telegraphed from Brixton to the First Lord of the Admiralty, directing that an expression of his deep sympathy be conveyed to the widows and families of those who lost their lives in the Tiger disaster.

His Majesty, the Queen conveyed to the First Lord of the Admiralty her deep regret at hearing the news of the disaster, and requested him to express her sincere condolences to the relatives of the officers and men who have lost their lives.

His Royal Highness the Prince of Wales telegraphed from Paris his deep concern at hearing of the sinking of the destroyer Tiger, and wished his condolences to be conveyed to the relatives.

The following are details of the disaster, received by mail:

It was when off St. Catherine's that the Tiger ran across the bows of the Berwick, and was cut in two, sinking almost at once. With the utmost speed assistance was rendered to pick up the survivors, and twenty-two were rescued and taken on board the cruiser, and the torpedo craft, and brought back to Spithead. The fleet was cruising in the Channel off St. Catherine's. All lights were out, both on large ships and on the destroyers.

While the operations were in progress, the Tiger, presumably in endeavouring to make an attack on one of the big vessels, got across the bows of the Berwick. A collision occurred, and the huge armoured cruiser stem literally cut the destroyer in half.

Instantly the searchlights of the fleet were turned on to the scene, and the Berwick and the neighbouring ships promptly had their boats lowered. The Gladiator was able to pick up twelve of the crew of the Tiger, which sank almost immediately. Among the men rescued was William Newman, who succumbed shortly afterwards on board the cruiser. The other destroyers also joined in the work. At the time of the collision, the Berwick was going at high speed, the night was very dark, there being no moon, and a drizzling rain was falling, and the accompaniment of strong wind and a rough sea. As soon as it was realised that one of the destroyers had been damaged, a searchlight was turned on and signal made to all the other ships for assistance, which was instantly rendered.

In the course of a conversation a naval officer expressed views which may be regarded as of a semi-official character. The disaster, said this officer, was in the vicinity of St. Catherine's Point. The destroyers were practising night attacks, and the ships of the Home Fleet were steaming to the westward. These craft work in pairs, and the Tiger and Recruit formed one pair. Their business was to discover the fleet. Having found its whereabouts, they went round and came down to make the attack. From some unexplained cause the Tiger came across the bows of the cruiser Berwick, and was cut absolutely in two.

The bow half drifted past on one side of the Berwick and the stern half on the other side. The bow half appeared to have turned end-up and gone straight to the bottom. The stern half remained floating for about a couple of minutes, during which time the men in the engine-room and stokeholes were got on deck. They tried to lower a boat, but time was too short, and they had to save themselves as best they could by clinging to oars, spars, and pieces of wreckage, until picked up by the boats of the Berwick and Gladiator, which were at once sent to their assistance. The destroyers must have been going 24 knots, giving the

A Portsmouth correspondent following account of the disaster:

On discovering the fleet the Tiger and Recruit both discharged torpedoes. The Recruit proceeded on her course, and got clear, but for some unexplained reason the Tiger, which was then about three hundred yards from the second ship in the line, shot across at a speed of twenty-four knots, evidently with the idea of trying to pass between the Berwick and the Prince George. Her helm may have jammed, but whatever the cause she went astern her course, and got across the cruiser's bow.

According to an official account the Berwick's projecting stem crashed into the Tiger between the second and third funnel with such terrific force that the little craft was rent asunder.

The fore part, on which Lieutenant Commander Middleton and most of the deck hands were stationed, immediately tilted up almost perpendicularly, and went straight to the bottom.

The Berwick at once stopped and put on her searchlights, at the same time making a signal to the remainder of the fleet for assistance.

The darkness of the night rendered the task of rescue all the more difficult, but most of the men from the after-part of the ship, who were not struggling in the water, were saved by the boats and taken to the Berwick and the Gladiator.

So rapidly did the forepart go down that there was absolutely no chance for these on it to make any preparations for their safety, but on the after-part the few minutes intervening between the impact and the sinking afforded the men some opportunity of making provision for saving themselves.

Assuming command, the Engineer-Lieutenant gave orders for everyone to come up from below and for boats to be launched, but before the order could be obeyed the vessel gradually settled down, and almost at the moment when the last man scrambled through the hatch the vessel disappeared. The crew had scarcely time to grasp any lifelines, spars, oars, or wreckage to keep themselves floating, until the boats came to pick them up. It will, therefore, be seen that the invaluable moments vouchsafed to those on the stern half of the destroyer explain the unusual circumstance that, while so many of the deck hands perished, the engine staff were rescued. In most disasters the reverse is the case.

A SURFACE-CONTACT TEAMWAY IN LONDON.

SOME DETAILS AND FIGURES.

At the time of the accident all the crew were on duty, as the attack had actually commenced. The men were, therefore, at their various stations, above and below deck, and Lieutenant Commander Middleton was at his post by the 12 pounder gun in the bows of the vessel, a fact indicated by his having gone down with the forepart. All wore their heavy oaklins, the weight of which would cause them to sink almost immediately. It is significant that not a single man on the forepart of the ship was saved. A preliminary court of inquiry was held at the Royal Naval Barracks during the afternoon, and for this purpose the survivors were being kept in barracks.

An interesting talk with a member of the crew of the destroyer Shark, which was immediately behind the ill-fated Tiger, was secured by a Press representative.

"We of the flotilla," he said, "were to make an attack under cover of night in two divisions, approaching in single line. One division was headed by the Tiger, and the Shark, the Rocket, and the Vigilant followed in that order. The other division was led by the Kestrel, followed by four of her class. The location of the supposed hostile fleet was found shortly after dusk, and the onslaught was commenced. The Tiger went ahead at a terrific pace, and we in the

Shark were working the furnaces so much that flames spurted up out of the funnel to a height of 4ft. This, of course, would be sufficient to betray our presence to an enemy which was itself shrouded in darkness, and we received peremptory orders from the chief engineer to rectify the error.

"I should think we were travelling at the rate of twenty-six knots an hour, in a choppy sea and a thick, drizzling rain, with not a soul showing anywhere. The Tiger made to go astern the bows of the Berwick, there being apparently sufficient room, the Prince George, which was acting as scout to the squadron, being some considerable distance ahead. The Tiger had cleared the Berwick, and had simultaneously sent up a rocket to signify that the attack had been successfully accomplished, when there was a startling crash at the sharp bow of the bigger vessel caught her between the aft boiler and the engine room, and sliced her completely in two. The Tiger had as much chance as a squirrel against a railway engine.

"We in the Shark narrowly escaped being involved in the mischief, and our little craft swerved aside in answer to the helm just in time. Destroyers, when the searchlights illuminated the scene, were found all close up against the squadron, and they were soon rendering assistance to the struggling men. When the rescues had been completed, the Gladiator took the survivors back to port, but the Berwick remained for some time circling around the spot, in the hope of making further rescues. The flotilla received orders to return to Stokes Bay, where we arrived about midnight."

According to eye-witnesses, the end of many of those who perished must have been terrible. The bows of the Berwick crashed right into the vitals of the destroyer, and a great sheet of flame leapt up from the suddenly-opened stokehold, while volumes of water poured in upon the furnaces. The result was that clouds of scalding steam arose all around the doomed crew.

A statement is attributed to Engineer-Lieutenant V. Manning, of the Tiger, to the effect that they did not see the Berwick until she was within a few yards of the destroyer, and that the collision could not then have been averted.

Lieutenant William Edmund Middleton, the commanding officer of the last destroyer, Tiger, who was a grandson of Colonel W. A. Middleton, C.B., and a nephew of Sir Evan MacGregor, who recently retired from position of Permanent Secretary to the Admiralty. The career of Lieutenant Middleton, who was about 28 years of age, had been comparatively uneventful. He entered the training-ship Britannia at Dartmouth in January, 1884, and two years later, fresh from his passing-out examinations, he was ordered to "East of Suez," there to join the cruiser Naias, then forming one of the ships of the China Squadron, and commanded by Captain—now rear-admiral—of the Irish station—George F. King-Hall. He spent three years in the Far East, and then returned to the training-ship Boscombe, at Portland. This was a remarkable transition from the Naias to the Wanderer—a 1,000-ton sailing sloop, built in 1879, which was a gift to the Royal Naval College from the Admiralty. The Wanderer was a little sailing sloop, 29.5 tons displacement, and is connected at intervals to the rails. It is a comparatively isolated line from the tramway point of view, but carries the traffic. It will put the G.B. system (as it is usually styled) to a heavy traffic test as no surface-contact system has undergone to date. On this route it was practically impossible to construct the ordinary conduit system, as the cost of the tunnel of the Whitechapel and Bow Underground Railway comes so close to the street surface.

The track work has now been completed, and is soon as the special equipment of the cars is fitted public service will begin. The construction differs in several details from that in use in Lincoln. The pipe containing the working conductor is egg-shaped in section with the smaller end downwards, and it measures 6in. vertically by 5in. horizontally. It is bedded in concrete, and its extreme depth from the rail level is only 17in. As the County Council use 9in. of concrete, instead of 6in. as in most towns, the extra digging for the trench is very small. The insulators which carry the cable are spool-shaped and set as rollers for inserting or withdrawing the cable, which is done at access-holes placed at intervals. One end of the axis of each insulator projects through the pipe and is connected to an iron strip which runs the length of the tramway and is connected at intervals to the rails. An iron spring is attached to the end of the axis of each insulator, and is suspended by a coil spring, a piece of galvanized iron. At the lower end of the pipe and is connected to an iron strip which runs the length of the tramway and is connected at intervals to the rails. An iron spring is attached to the end of the axis of each insulator, and is suspended by a coil spring, a piece of galvanized iron. At the lower end of the pipe and is connected to an iron strip which runs the length of the tramway and is connected at intervals to the rails. An iron spring is attached to the end of the axis of each insulator, and is suspended by a coil spring, a piece of galvanized iron. At the lower end of the pipe and is connected to an iron strip which runs the length of the tramway and is connected at intervals to the rails. An iron spring is attached to the end of the axis of each insulator, and is suspended by a coil spring, a piece of galvanized iron. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Teleggraphic Address: PRESS. Codes: A.B.C. 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M. P. NALIN has been appointed ACTING AGENT for MESSRS. MARITIMES and CHARGEURS REUNIS during my Absence from the Colony.

J. MILLET.

Hongkong, 9th May, 1908. 820

NOTICE.

K WONG WOO, JEWELLER, ETC., of 66 Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHUNG KING SON.

Hongkong, 9th April, 1908. 821

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.

A LADY OPERATOR is required for Kowloon Exchange. Must reside in Kowloon and be able to speak English and Chinese. Apply personally at the Company's Hongkong Office in Duddell Street between the hours of 10 and 11 A.M.

Hongkong, 9th May, 1908. 822

TO LET.

GODOWN, No. 54, DUNDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th May, 1908. 823

TO LET.

ONE Large Front ROOM. Suitable for Married Couples or two Gentlemen, every house comfort.

6, OBSERVATORY VILLAS, Kowloon.

Hongkong, 9th May, 1908. 824

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 different for ... 895
2,000 do ... 335
1,500 do ... 325
1,000 do ... 310

AN ILLUSTRATED FICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD and BIRTHDAY ALBUMS AND All Other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th May, 1908. 1.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

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F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th May, 1908. 1.

NEW ADVERTISEMENT

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 20th inst. both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 9th May, 1908. 825

INTIMATIONS

TRANSLATED NOVELS (some illustrated), Actresses' Photos; catalogues free, or with sample, 2d. (letter postage)—A DE SAILLE, 20, Rue de la Michodière, Paris.

1204

STAMPS FOR SALE.

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the KOWLOON BOOK STALL, Kowloon.

Hongkong, 8th May, 1908. 817

HONGKONG CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 780

HONGKONG CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.25 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 781

CHINESE ENGINEERING MINING COMPANY, LIMITED.

A INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st MAY at the Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1908. 787

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.,

Care of "Daily Press" Office.

Hongkong, 13th November, 1908. 644

BEKANNTMACHUNG.

DE amlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die Hongkong Konsulat.

Kanton, den 31. December 1907. 2020

BEKANNTMACHUNG.

DE amlichen Veröffentlichungen des Konsulats Pakhoi-Hokow werden im Jahr 1908 durch den OSTASIATISCHEN LLOYD und die HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHE KONSUL, H. von VACHMIN,

Pakhoi, den 12. December 1907. 1991

BEKANNTMACHUNG.

DE amlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHE KONSUL, H. von VACHMIN,

Pakhoi, den 12. December 1907. 1991

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DE amlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHE KONSUL, H. von VACHMIN,

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Der KAISER

Cunliffe, The Pioneer Experts in PREMIUM BONDS.
Russell & Co.
10 & 12, Place de la Bourse, PARIS
SECURITIES issued by European Gov'ts and Municipalities offering **WIFE FOR DESCRIPTIVE PAMPHLETS**
prospects of immense returns.
To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unequalled elsewhere. Bonds guaranteed. Except for payment of Drawings. Results of Drawings in English. Holders of drawn Bonds admitted at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

IF SO, THE CASE OF THIS GENTLEMAN IN JAVA, CURED OF BACK PAINS AND DIZZINESS BY DR. WILLIAMS' PINK PILLS.

WILL INTEREST YOU.

Mr. J. B. van Stralenhoff, an employee in the firm of Messrs. J. van Gorkom and Co., Chemists, at Djokjakarta, Java, says, "Dr. Williams' Pink Pills are really wonderful," and the following are the facts upon which he bases his enthusiastic opinion.

"I suffered for a long time from pains in the back and dizziness," said Mr. Van Stralenhoff. "In fact for no less than four years I was afflicted in this way. Very often I had to leave work and go home, there to remain for three or four days at a time. The attacks of dizziness were so terrible that I was obliged to blindfold my eyes and close the shutters of my room to keep out all light. The pains in my back and shoulders also were exceedingly severe. I had no appetite and always felt depressed and worn-out. During this period of ill-health I tried many medicines, but as instead of getting better my miserable condition became worse at last I feared I should not be able to continue work much longer and that soon I would have to give up my position."

"But at this time my attention was directed to Dr. Williams' Pink Pills for Pale People. I saw that many people were being benefited by the use of these Pills and so I resolved to try them myself. After the use of three bottles of Dr. Williams' Pink Pills I felt greatly relieved of my ailments, so I continued taking the Pills until I found myself quite restored to health. It is about a year since I was cured by Dr. Williams' Pink Pills. I have had no return of any of my former complaints. I am in grand health and can work better now than I have done for years. Yes, Dr. Williams' Pink Pills are undoubtedly a wonderful medicine!"

There is no mystery about the way in which Dr. Williams' Pink Pills for Pale People cure. It is simply this, that they strengthen and invigorate all the organs of the body, through their powerful action on the blood. Impure, weak blood is the cause of most disease, ill-health can no longer exist when the blood has been made strong and good. That is why Dr. Williams' Pink Pills are constantly curing Aching backs, Disorders of Stomach and Liver, Dizziness, Paralysis, Beri-Beri, Early Decay, Nervous Breakdown, Delirium, Anemia, Skin Disease, Boils, Pimples, and the after-effects of Fevers, Dysentery, Influenza and Chills. They are sold by most chemists and can also be had from the Dr. Williams' Medicine Co., Singapore, six bottles for eight dollars or one bottle for a dollar and a half p. st. For the ailments from which ladies suffer at periodical intervals between the ages of fifteen and forty.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE are the world renowned remedy. They speedily restore health to men broken down by overwork, excesses or residence in unhealthy climates.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 8th May, 1908—Business generally has been less active during the past week, but for some stocks, notably Banks, a fair investment enquiry is still met with, and our market closes firm with a tendency in some cases to advance. Bar-Silver is slightly lower at 23.163, and sterling exchange has been declined to 1.91 T.T. Shanghai is unchanged at 744 T.T.

BANKS—Hongkong and Shanghai after sales at \$892 have advanced to \$895 with sales and further buyers. London has improved to 274. National can be placed at \$52.

MARINE INSURANCES—Unions are quiet with small sales, and further sellers at \$787. China Traders and North China are still in request at last quotations, and Yangtze at the improved rate of \$145. Canton has been in a small way at \$238, and more shares are procurable.

FIELD INSURANCES—Hongkongs are firmer with buyers at \$312, and China at \$92 after sales at \$91 and \$91.

SHIPPING—Hongkong, Canton and Macao have been booked at \$29, and a few more shares are procurable at the rate. Indo-China, China and Manilla and Douglasses have not been dealt in during the interval, and quotations are unchanged. There are sellers of Star Ferries at \$32 and \$18 for the old and new issues respectively, and Shell Transport could probably be obtained at 45.

REFINERIES—China Sugars are quiet at \$135 after a small sale at the rate, and Latons are still neglected at \$15.

MINING—A small parcel of Raubs has been done at \$84 at which rate there are buyers. Charbonnages continue in request at \$369.

DOCKS, WHARFS AND GODOWNS—Hongkong and Whampoa Dock have been booked at \$103.50 and \$104; market closing with a few more shares obtainable at the latter rate. Hongkong and Keywo Wharfs have been done at \$52. New Amoy Docks continue in request at \$94 and Shanghai Docks have buyers at the improved rate of Tls. \$3. Shanghai and Hongkong Wharfs are quiet at Tls. 223.

LANDS, HOTELS AND BUILDINGS—Hongkong Lands are quiet at \$99 with small sales and further sellers. Kowloon Lands, West Points and Hotels are all procurable at quotation, and Shanghai Lands at the slightly lower quotation of Tls. 113 in the North. Humphreys Estates have sold and continue in request at \$10.

COTTON MILLS—Hongkong Cottons after sales at \$104 have improved to \$11 with buyers. We have heard of no local business in the Northern stocks for which closing quotations are as follows—Ewos Tls. 58; International Tls. 57; King Mows T 77 and Suy Chess T. 269.

It is a safe and Permanent Remedy.

It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste and is procurable free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 45 Bridge Street, Bow, Cheshire writes: "Just a line in favor of 'Clarke's Blood Mixture'. I had an account for seven months, and tried many things without benefit until I took your remedy.

After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture'."—Jane St. 1908.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

[52]

DOES
YOUR
BACK
FEEL
LIKE
THIS?



MANNERS AND MOTOR-CARS.

That easy communication creates good manners was the lesson in proverbial philosophy drawn from a lecture on the modern motor-car and its effects delivered last month at the Royal Institution, Albemarle-street, by Lord Montagu of Beaulieu. Historically speaking he remarked that it is not altogether correct to say that the motor-car only commenced its career in 1895, for from 1821 to 1835 steam carriages ran every day on the highways of this country carrying passengers, goods, and mail, and if it had not been for the opposition of the horse breeders and owners of that time, and the commencement of the railway era, both in the matter of roads and road mechanical locomotion this country would in a few years probably have been ahead of the rest of the world to an extent that would have retarded the development of railroads against free-wheel locomotion. Ill-advised and restrictive legislation against mechanical locomotion on the roads, however, barred further progress, and the prejudice existing in England against any vehicle not drawn by animal power was a drawback which took many years to surmount from a legislative point of view. It culminated one day in April in a strike in a restaurant during the luncheon hour—a strike of waitresses. The result was that the establishment, the "Café," in Piccadilly, had to close its doors for the time being. There was something in the nature of a skirmish owing to the fact that the waitresses had informed her services were no longer required. She had the sympathy of her colleagues, and it was thought that further upheaval would be avoided by her subsequent reinstatement. The recently-appointed manager was accused of being tyrannical, and the waitresses not only demanded his dismissal but insisted that none of those who took part in the first demonstration should be dismissed for three months. The management conceded the latter point, but refused the demand for the dismissal of the manager. To throw down their trays was the way chosen best by the girls in order to show their resentment, and they selected the busiest hour as the most suitable time for the operation. The restaurant was crowded at the moment, and immediately the whole place was in a state of confusion and excitement. Many of the customers were half-way through their meal, others had finished their cheese and wanted their checks. They were unable to get them. The girls had a mass meeting in the restaurant, and the situation was not devoid of humour, though the pangs of hunger might at first have caused feelings of resentment among new-comers. News of the strike spread rapidly, a large crowd gathered round the premises, and the services of extra police were required to control the traffic and otherwise preserve order. The managing director was sent for. He declined to give way on the main point, the suggested dismissal of the manager. Speeches were made to those of the customers who stayed behind "to see the fun." Mounting a table one of the principal spokesmen declaimed against "companies that think they can crush us. We don't want to strike for the sake of striking, but we are fighting for our rights, and we ask the public to be with us." Her friends cheered heartily, and so did sympathizers among the remaining customers. The girls insisted on their demand being acceded to; the managing director stood firm by the manager, so that nothing remained but to dismiss the waitresses and draw down the blinds. And this was done. As the girls marched out of the building sympathetic cheers were raised among the crowd outside. Scores of the strikers collected at the corner of the circus, and continued to argue the matter.

STRIKE OF WAITRESSES.

SCENES IN A LONDON RESTAURANT. Trouble had been brewing for some time. It culminated one day in April in a strike in a restaurant during the luncheon hour—a strike of waitresses. The result was that the establishment, the "Café," in Piccadilly, had to close its doors for the time being. There was something in the nature of a skirmish owing to the fact that the waitresses had informed her services were no longer required. She had the sympathy of her colleagues, and it was thought that further upheaval would be avoided by her subsequent reinstatement. The recently-appointed manager was accused of being tyrannical, and the waitresses not only demanded his dismissal but insisted that none of those who took part in the first demonstration should be dismissed for three months. The management conceded the latter point, but refused the demand for the dismissal of the manager. To throw down their trays was the way chosen best by the girls in order to show their resentment, and they selected the busiest hour as the most suitable time for the operation. The restaurant was crowded at the moment, and immediately the whole place was in a state of confusion and excitement. Many of the customers were half-way through their meal, others had finished their cheese and wanted their checks. They were unable to get them. The girls had a mass meeting in the restaurant, and the situation was not devoid of humour, though the pangs of hunger might at first have caused feelings of resentment among new-comers. News of the strike spread rapidly, a large crowd gathered round the premises, and the services of extra police were required to control the traffic and otherwise preserve order. The managing director was sent for. He declined to give way on the main point, the suggested dismissal of the manager. Speeches were made to those of the customers who stayed behind "to see the fun." Mounting a table one of the principal spokesmen declaimed against "companies that think they can crush us. We don't want to strike for the sake of striking, but we are fighting for our rights, and we ask the public to be with us." Her friends cheered heartily, and so did sympathizers among the remaining customers. The girls insisted on their demand being acceded to; the managing director stood firm by the manager, so that nothing remained but to dismiss the waitresses and draw down the blinds. And this was done. As the girls marched out of the building sympathetic cheers were raised among the crowd outside. Scores of the strikers collected at the corner of the circus, and continued to argue the matter.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities. WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE Securities, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PREMIUMS varying from £10 to £10,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS, Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 1/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO., 3, RUE DE LA BOURSE. PARIS (France). 380 PREMIUM BOND DEALERS.

TO CONNOISSEURS

"LOLITAS"

AN EXQUISITE CIGAR

Of mild flavour and fine aroma, made from the

Finest Specially Selected

MANILA TOBACCO.

IN BOXES OF 50 \$5.50

SPECIALLY MANUFACTURED FOR

A. S. WATSON & CO., LIMITED.

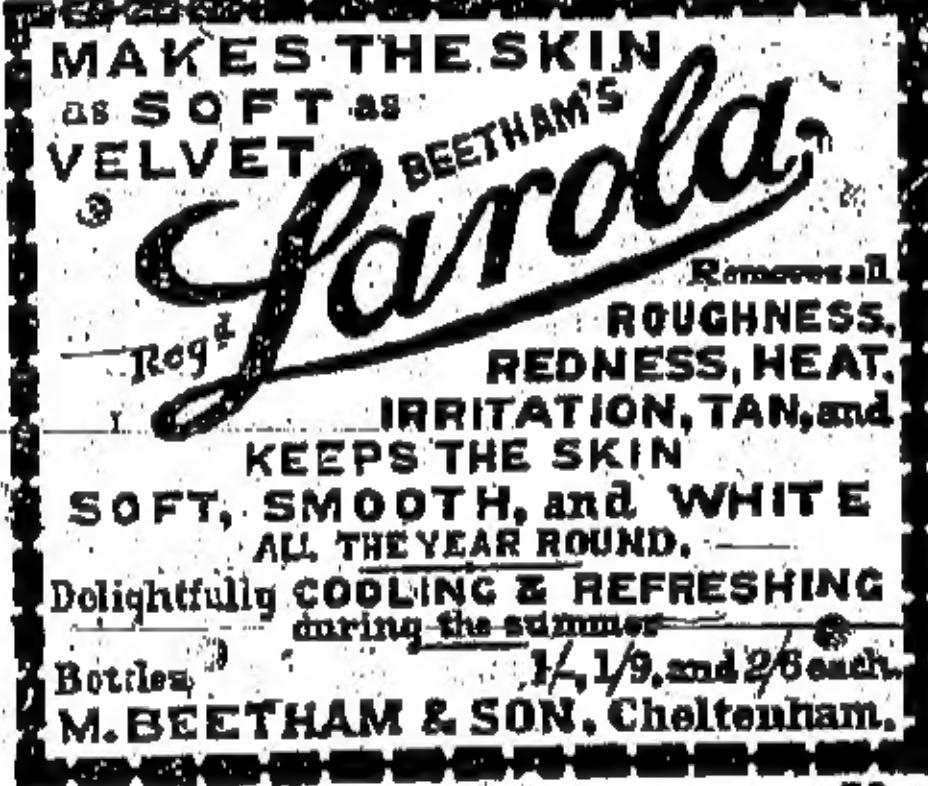
ALEXANDRA BUILDINGS.

118

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARK.

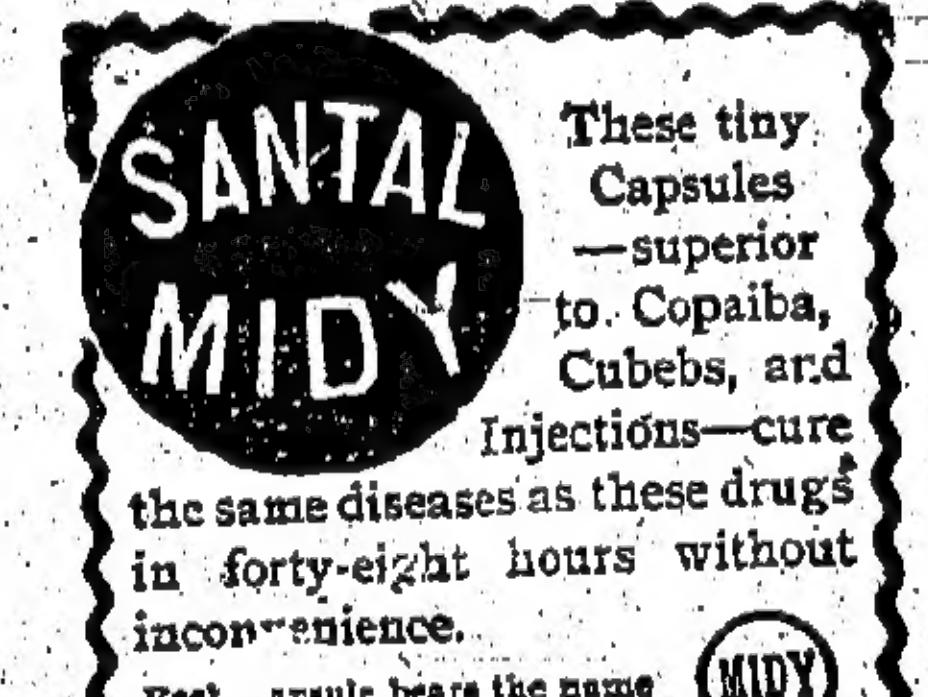
NOTICE IS HEREBY GIVEN that JOHN DEWAR & SONS, LIMITED, of Glasgow Road, Part, Scotland and of Dow's Wharf, Waterloo Bridge, London, has on the 4th October, 1907 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:



658-1



76



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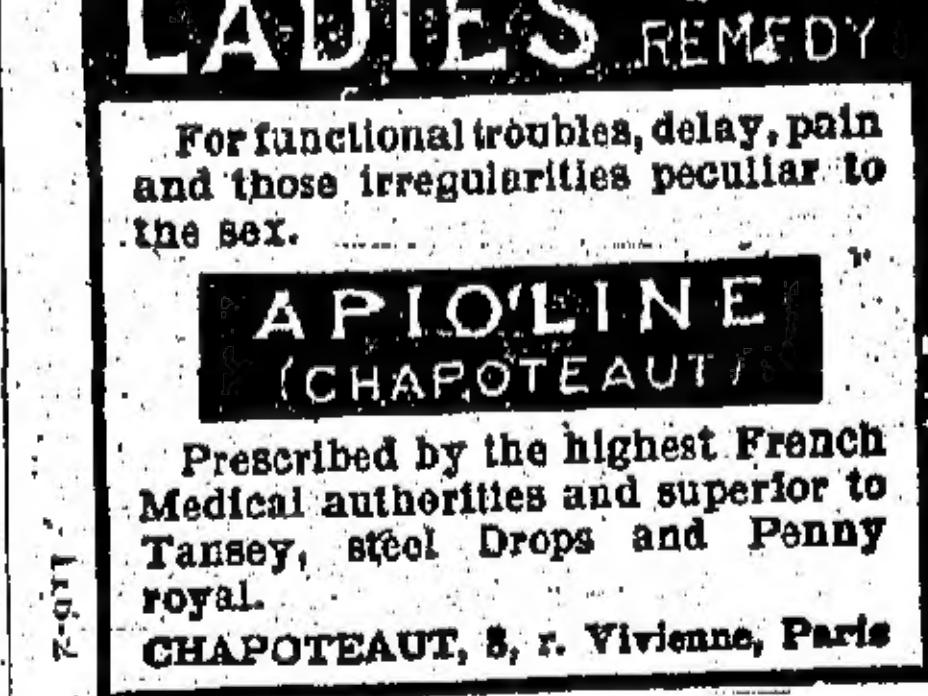
In the name of JOHN DEWAR & SONS, LIMITED, who claim to be Sole Proprietors thereof. The Trade Mark has been used by the applicants in respect of the following Goods namely WHISKY IN CLASS 43.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

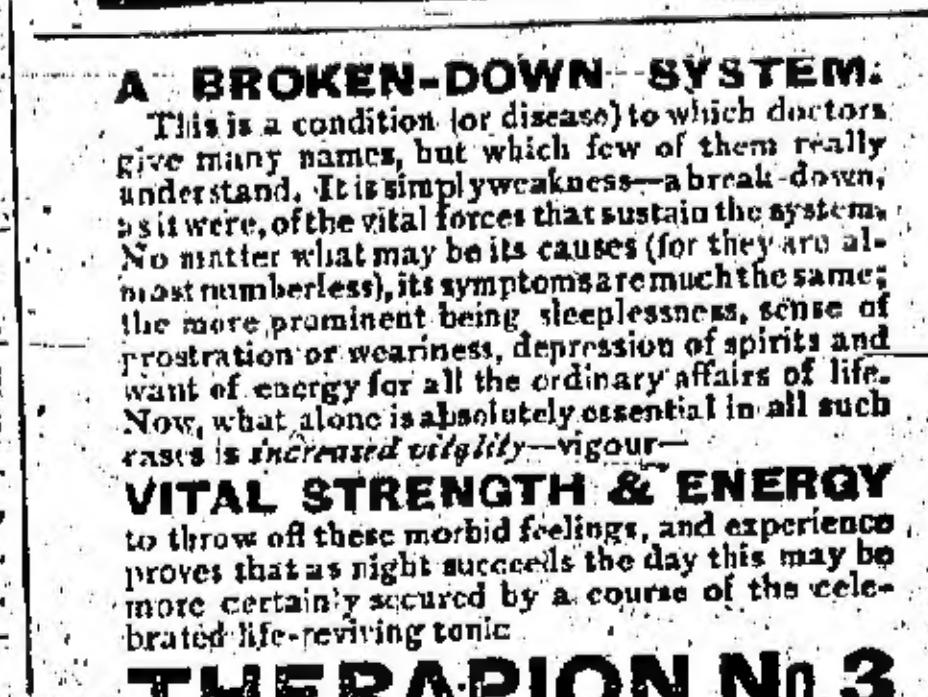
Dated the 6th day of March, 1908.

BRUTTON & HETT, Nos. 33, 41 & 43, Des Voeux Road, Victoria, Hongkong, on behalf of the Applicants.

JOHN DEWAR & SONS, LIMITED.



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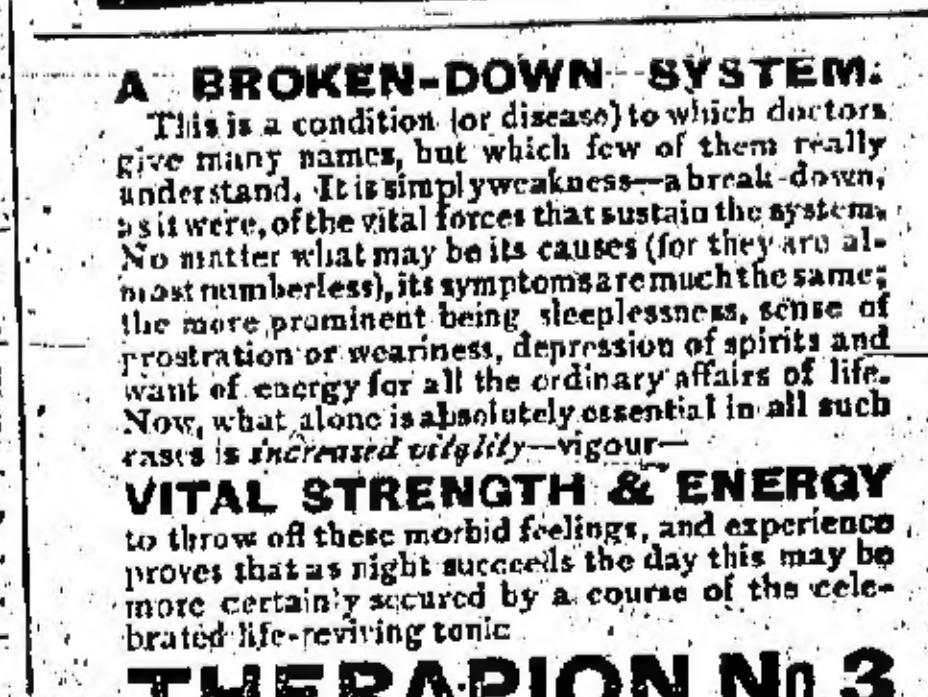


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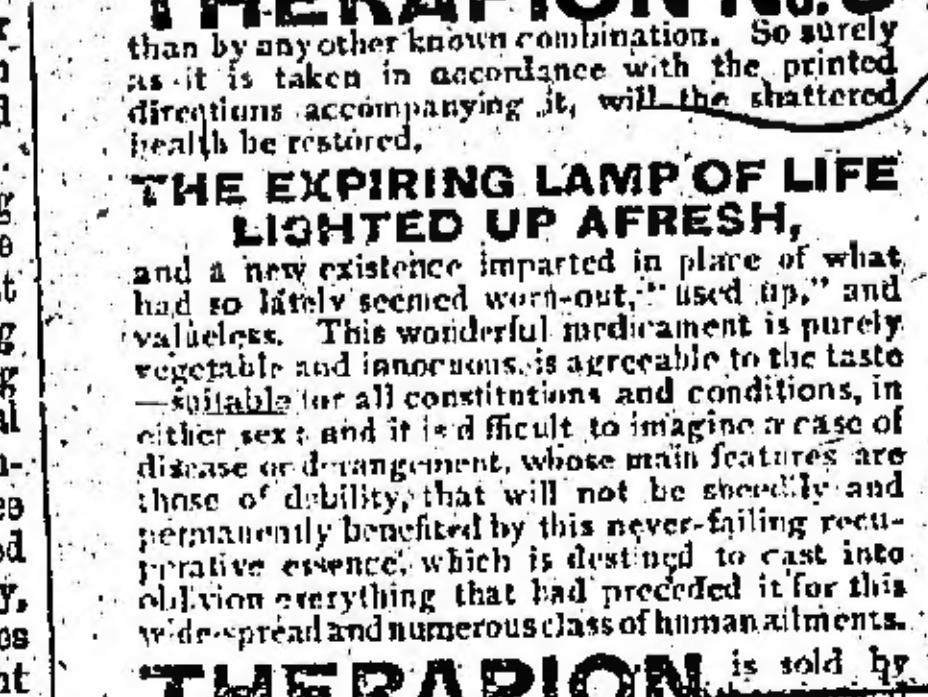
THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

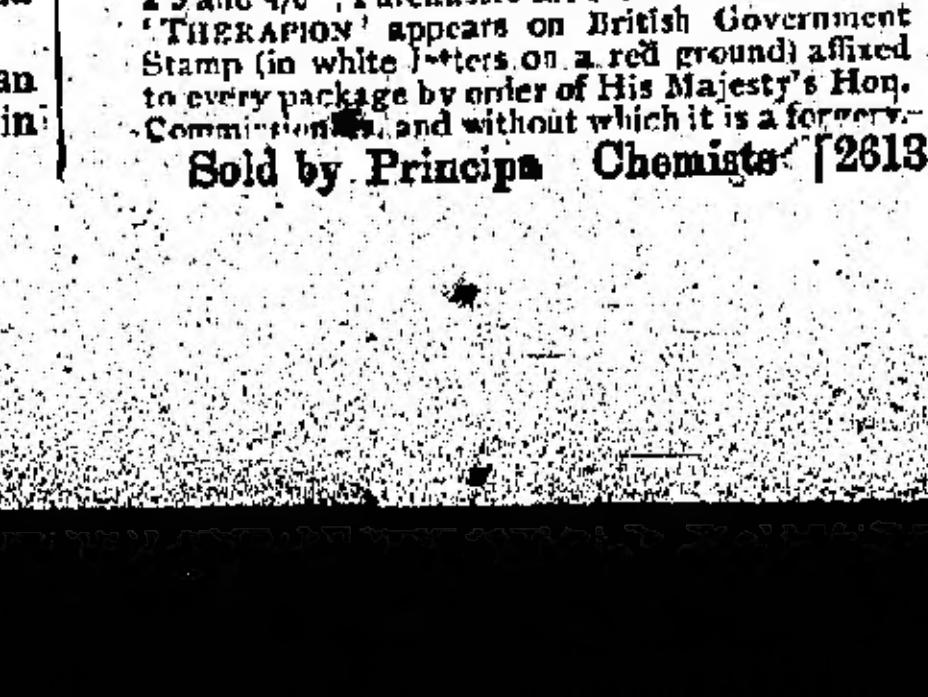
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JOHN DEWAR & SONS, LIMITED.

SHIPPING.

ARRIVALS.

CEYLON, British str., 2,637, G. W. Babot, 8th May—London, 29th March, and Singapore 2nd May, General—P. & O. S. N. Co.
CHINOT, British str., 2,284, W. B. Brown, 8th May—Nagasaki 11th, Kuchinotzu 4th May, General—Butterfield & Swire.
CHIPPING, British str., 1,193, F. Mooney, 8th May—Tientsin, Choochow, Waihauwei and Swatow 28th April, General—Jardine, Matheson & Co.
KASHING, British str., 7th May—Canton.
KIANGYING Chinese str., 7th May—Canton.
KNEISENBERG, German str., 646, D. Heuk, 8th May—Haihong May 6th, and Hoilow 7th, —Jespon & Co.
MEEOF, Chinese str., 7th May—Canton.
MYRTLEDEEN, British str., 6th May—Canton.
SABINE KICKMERS, Dutch str., 573, Freit, 7th May—Tamsui 1st May, Ballast—Meyer & Co.
SHOSHU MARU, Japanese str., 909, M. Nomoto, 8th May—Shanghai via Ports 7th May, General—Osaka Shiosen Kaisha.
SUEVI, German str., 2,621, B. Selmer, 8th May—Shanghai 5th May, General—Hamburg America Line.
TAMPA, British str., 1,237, A. Somerville, 8th May—Manila 6th May, General—Butterfield & Svi. Co.
TOONAN, Chinese str., 942, A. A. Crawford, 7th May—Shanghai via Amoy 6th May, General—Chuico.
YUNNAN, British str., 7th May—Canton.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
8th May.
Anara, British str., for Moji.
Ceylon, British str., for Shanghai.
Chipping, British str., for Canton.
Hongmoh, British str., for Amoy.
Kiangping, Chinese str., for Chinkiang.
Nippon Maru, Jap. str., for San Francisco.
Rati, British str., for Manila.
Tymaki, Dutch str., for Amoy.
Yunnan, British str., for Shanghai.

DEPARTURES.

8th May.
AMIGO, German str., for Hoilow.
CHIHLI, British str., for Hoilow.
FEICHING, Chinese str., for Swatow.
FEIHMUN, British str., for Coast Wan.
HANGSANG, British str., for Canton.
HANOI, French str., for Kwang Chow Wan.
INDERABAMA, British str., for Shanghai.
KALANG, British str., for Cebu.
LOONGSANG, British str., for Manila.
MATHILDA KOENIG, German str., for Saigon.
PAKHOI, British str., for Canton.
PROATO, Norwegian str., for Hankow.
PROTUS, Norwegian str., for Swatow.
SABINE EICKMEES, Dutch str., for Foochow.

SHIPPING REPORTS.
The British str. *Chinghia* reports: Fine weather experienced throughout.
The British str. *Chipping* reports: Moderate to light Northernly winds and fine clear weather throughout.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino's General Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAUDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALLACA.

THE Steamship

"CAPRI," Captain Pedone, will be despatched as above on MONDAY, the 11th inst., at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 8th May, 1908.

FOR SAN FRANCISCO.

THE Steamship
"CLAN MACMILLAN" Will be despatched for the above Ports on TUESDAY the 12th May. For freight apply to SHEREWAN, TOMES & CO., Agents.

Hongkong, 8th May, 1908.

702
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH and LONDON, THROUGH HILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship
"OCHANA" Captain W. Hayward, R.N.R. carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 16th May at Noon, taking passengers and cargo for the above port in connection with the Company's as "INDIA" 8,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "INDIA" due in London on 26th June, 1908.

Parcel will be received at this office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd May, 1908.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE" will be despatched for the above Ports on about TUESDAY, the 19th May, 1908.

For Freight or Passage, apply to SHEREWAN, TOMES & CO., Agents.

Hongkong, 8th May, 1908.

To ascertain the anchorage of any Vessel, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	BOMEAY MARU	Jap. str.	—	Wm. Wade	NIPPON YUSEN KAISHA	On 11th Inst.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEREWAN, TOMES & CO.	About 19th Inst.
LONDON & VARIOUS PORTS OF CALL	OCEANA	Brit. str.	—	C. D. Denby, R.N.R.	P. & O. S. N. Co.	On 18th Inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	LYDIA	Ger. str.	k.w.	Meyer	HAMBURG-AMERIKA LINIE	About 20th Inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	About 10th Inst.
HAYEE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Girstenbrin	HAMBURG-AMERIKA LINIE	On 24th Inst.
HAYEE & HAMBURG VIA STRAITS, &c.	ANTALUSIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 15th June.
DOETMUND	SEVIA	Fr. str.	k.w.	Block	HAMBURG-AMERIKA LINIE	On 28th June.
DOETMUND	AUSTRALIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 12th July.
DOETMUND	YAP	Jap. str.	—	Verron	MESSAGERIES MARITIMES	To-day.
DOETMUND	HITACHI MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 12th Inst., at 1 P.M.
DOETMUND	CANTON	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 13th Inst., at D'light
DOETMUND	LOWTHER CASTLE	Jap. str.	—	E. Malchow	MELCHERS & CO.	Beginning of June.
DOETMUND	SABIRUMA	Jap. str.	2 m.	E. Malchow	SANDER, WIELER & CO.	On 20th Inst., at Noon.
DOETMUND	GENFARG	Jap. str.	—	A. Petris	MELCHERS & CO.	About 25th Inst.
DOETMUND	EMPEROR OF CHINA	Jap. str.	—	R. Swain	SHEWAN, TOMES & CO.	About end of June.
DOETMUND	TANGO MARU	Jap. str.	—	R. Cowley	DODWELL & CO., LTD.	On 31st Inst.
DOETMUND	KUMERIC	Jap. str.	—	M. Yagi	CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.
DOETMUND	CLAN MACMILLAN	Jap. str.	1 m.	G. C. Christiansen	NIPPON YUSEN KAISHA	On 13th Inst., at 4 P.M.
DOETMUND	MARIE	Jap. str.	—	W. B. Brown	DODWELL & CO., LTD.	On 16th Inst.
DOETMUND	CHINGTU	Jap. str.	—	D. Matheson	COLUMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.	On 27th Inst., at D'light
DOETMUND	SALINA CRUZ, MEXICO VIA MOJI & JAPAN	Jap. str.	—	D. Lenz	Taking cargo at through rates to the BRAZILIA, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.	On 21st Inst., at Noon.
DOETMUND	AUSTRALIAN PORTS VIA MANILA	Jap. str.	—	G. Girard	GIBE, LIVINGSTON & CO.	On 28th Inst., at Noon.
DOETMUND	AUSTRALIAN PORTS VIA MANILA	Jap. str.	—	M. Nemoto	NIPPON YUSEN KAISHA	On 19th June, at Noon.
DOETMUND	AUSTRALIAN PORTS VIA PORT DARWIN	Jap. str.	—	J. D. Andrews, R.N.R.	MELCHERS & CO.	About 24th June.
DOETMUND	AUSTRALIAN PORTS VIA MANILA	Jap. str.	—	P. Grosch	BUTTERFIELD & SWINE	On 29th Inst., at 4 P.M.
DOETMUND	VLADIVOSTOCK	Jap. str.	—	P. Pandr	BUTTERFIELD & SWINE	On 23rd Inst.
DOETMUND	YOKOHAMA and KOBE	Jap. str.	—	J. Miller	NIPPON YUSEN KAISHA	On 13th Inst., at Noon.
DOETMUND	KOBE and YOKOHAMA	Jap. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LTD.	Quick despatch.
DOETMUND	NAKASAKI, KOBE & YOKOHAMA	Jap. str.	—	G. W. Babot	JARDINE, MATHESON & CO., LTD.	On 11th June, at 5 P.M.
DOETMUND	TSINGTAU, CHEFOO & NEWCHAWANG	Jap. str.	—	V. Duren	HAMBURG-AMERIKA LINIE	On 11th Inst., at 4 P.M.
DOETMUND	CHINGWANGTAO, JAPAN, AMERICA, &c.	Jap. str.	—	G. Girard	MESSAGERIES MARITIMES	On 15th Inst., at Noon.
DOETMUND	TIENTSIN	Jap. str.	—	M. Nemoto	OSAKA SHOSIN KAISHA	On 21st Inst., at 5 P.M.
DOETMUND	SHANGHAI VIA SWATOW	Jap. str.	—	J. D. Andrews, R.N.R.	HAMBURG-AMERIKA LINIE	On 28th Inst., at 4 P.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	P. & O. S. N. Co.	On 14th Inst.
DOETMUND	SHANGHAI, KOBE & YOKOHAMA	Jap. str.	—	P. Grosch	MELCHERS & CO.	On 15th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 27th Inst., at Noon.
DOETMUND	SHANGHAI, MOJI & KOBE	Jap. str.	—	P. Grosch	MELCHERS & CO.	End of May.
DOETMUND	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	To-morrow.
DOETMUND	SHANGHAI, YOKOHAMA, KOBE & MOJI	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	About 11th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 11th Inst., at 10 A.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 14th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 15th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 20th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 27th Inst., at Noon.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	End of May.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	Quick despatch.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 12th Inst., at 4 P.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 13th Inst., at D'light
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	To-morrow, at 10 A.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 12th Inst., at 10 A.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 12th Inst., at 9 A.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 12th Inst., at Noon.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 12th Inst., at 4 P.M.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 16th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 16th Inst.
DOETMUND	SHANGHAI, YOKOHAMA & KOBE	Jap. str.	—	P. Grosch	JARDINE, MATHESON & CO., LTD.	On 16

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI and HANKOW	{ CEYLON Capt. G. W. Babot	{ About 9th May.	Freight and Passage.
SHANGHAI	{ DELHI Capt. J. D. Andrews, E.N.E.	{ About 14th May.	Freight and Passage.
LONDON via USUAL PORTS	{ OCEANA Capt. W. Hayward, E.N.E.	{ Noon, 16th May.	See Special of CALL.
LONDON and ANTWERP via SINGAPORE, PEN	{ JAPAN Capt. C. T. Denny, E.N.E.	{ About 20th May.	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES			

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th May, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	{ "KASHING" "FOOCHOW"	{ On 10th May, 9 A.M. On 11th May, 4 P.M.
MANILA ZAMBOANGA		
THURSDAY ISLAND		
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	{ "CHINGTU"	On 11th May, 4 P.M.
SYDNEY, HOBART, LAUNCE STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH		
HOIHOW and HAIPHONG	{ "SINGAN" "TAMING"	On 12th May, 9 A.M. On 12th May, 4 P.M.
MANILA		
TSINGTAU, CHEFOO and NEWCHENG	{ "KWEIYANG" "KUEICHOW"	On 14th May, 4 P.M. On 19th May, 4 P.M.
CHEFOO and TIENTSIN	{ "TSINAN"	On 23rd May, 4 P.M.
YOKOHAMA and KOBE		
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accom modation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon. Passenger accommodation and take cargo through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	11
Hongkong, 9th May, 1908.		



OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
† TAMSUI via SWATOW	{ "DAIJIN MARU" Capt. I. SAKURAI	{ SUNDAY, 10th May, at 10 A.M.
AMOY		
† SHANGHAI via SWATOW, "SHOSHU MARU"	MONDAY, 11th May, Capt. M. NEMOTO	at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabin Amidships. Unrivalled Table
and Dining Saloon. Cabin Amidships. Unrivalled Table and Dining Saloon.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th May, 1908.

T. ARIMA, Manager. 13

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
TIENTSIN	"CHIPEHNG"	Monday, 11th May, Noon.
SHANGHAI via SWATOW	"HANGSANG"	Monday, 11th May, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 12th May, D'light
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 12th May, 3 P.M.
MALIA	"YUENSANG"	Friday, 15th May, 4 P.M.
SHAHAI, YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Friday, 22nd May, 4 P.M.
	"FOOKSANG"	Wednesday, 27th May, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The steamers "KUTSANG," "NAMSANG," and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Korea (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Moji.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chingtu, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau,
Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 9th May, 1908.

GENERAL MANAGERS. 16

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	{ "BORNEO" Capt. P. SHIMBELL	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	"PRINZ EITEL FRIEDRICH"	Wednesday, 20th May, at Noon.
ANTWERP & HAMBURG	Capt. E. MALCHOW	
SHANGHAI, NAGASAKI, KOBE	"PRINZ HEINRICH"	About Wed'day Capt. P. GIBSON
YOKOHAMA		20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	{ "PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 6 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

CHARGEURS REUNIS,
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUZU, ANTWERP, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo,

Singapore, Hongkong, Chiuantau, (Peking, Tientsin), Kobe, Yokohama.

GINOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed,

Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCUVER 18 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

+ AMIRAL MAGON ... 4th June = MALTE ... 12th Oct.

+ AMIRAL EXELMANS 25th July = CEYLAN ... 26th Nov.

+ QUESANT ... 27th Aug. = CORSE ... 11th Jan. 09

+ No Passengers + Intermediate Class and Rates of Passage.

+ New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly

equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Japan Office:—
14, WATER STREET
YOKOHAMA.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDECK, MACGREGOR & CO., HONGKONG.

By Royal Warrant to

His Majesty the King.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to

His Majesty the King.

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BEWARE OF CHEAP IMITATIONS.

By Royal

POST OFFICE NOTICE

The Ernest Simon, with the French mail of the 10th ult. left Saigon on Friday, the 8th inst., at 9 a.m., and may be expected here on or about Monday the 11th instant, at daylight. This vessel brings replies to letters despatched from Hongkong on the 7th March. The Mongolia, with the American mail is due to arrive at this port on the 12th instant.

FOR

DATE

	Chowfa	Shanghai, Singapore and Bangkok
Amoy	Saturday, 9th, 9.00 A.M.	Saturday, 9th, 10.00 A.M.
Shanghai and Hangkow	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Straits and Colombo	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Swatow	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Moji	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Seoul	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Manila	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macau

Newcastle

Kobe

Amoy and Shanghai

Chowfa and Newchwang

Hoihow and Pakhoi

Swatow, Amoy and Tamsui

Swatow, Amoy, Foochow and Shanghai

Swatow and Shanghai

Tientsin

Singapore, Fanning and Bomby

Ningpo and Shanghai

Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

Changsha

Sandakan

Hoihow and Haiphong

Swatow, Amoy and Foochow

San Francisco (direct)

EUROPE, &c., India via Tuti Corin. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Bangkok

Singapore, Fanning and Calcutta

Manila

Shanghai, Macau, Kobe, Yokohama, Shimoda, Yokohama, Victoria and Seattle

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Manila, Cebu, Boston and New York

Tsingtao, Chi-fu and Newchwang

Manila, Cebu, Boston and Newchwang

Tsingtao, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne

Adelaide, Perth and Fremantle

Manila

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

POST OFFICE NOTICE

	Chowfa	Shanghai, Singapore and Bangkok
Sat. 9th	Saturday, 9th, 9.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 10th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 11th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 12th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 13th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 14th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 15th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 16th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 17th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 18th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 19th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 20th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 21st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 22nd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 23rd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 24th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 25th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 26th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 27th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 28th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 29th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 30th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sat. 31st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 1st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 2nd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 3rd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 4th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 5th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 6th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 7th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 8th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 12th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 13th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 14th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 15th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 16th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 17th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 18th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 19th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 22nd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 27th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 28th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 29th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 30th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 31st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 2nd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 3rd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 4th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 5th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 6th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 7th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 8th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 9th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 10th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 11th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 12th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 13th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 18th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 19th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 20th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 21st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 24th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 25th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 26th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 27th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 28th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 29th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 30th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 31st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 1st	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
Sun. 2nd	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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Sun. 18th	Saturday, 9th, 10.00 A.M.	Saturday, 9th, 10.00 A.M.
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BRITISH NAVY ESTIMATES.

LORD GLASGOW'S CRITICISMS.
DISTURBING COMPARISON.

The annual meetings of the Institution of Naval Architects, which extends over three days, opened at the room of the Royal Society of Arts, Adelphi. The Earl of Glasgow, President of the Institution, occupied the chair, and there was a large attendance of members and Associates.

The annual report of the Council, which was read by the secretary, Mr. R. W. Dens, stated that the total membership was now 1,796 and the financial position of the Institution was satisfactory. The Council had received with regret the resignation of the Earl of Glasgow from the office of president, a position which he had occupied with distinction and advantage to the Institution since 1901, and they expressed their cordial thanks to him for his services and their high appreciation of the courtesy and tact which he had invariably displayed during the tenure of his office. (Cheers.) The report proceeded: "The Council have received from Mr. A. F. Yarrow, vice-president, an offer to defray the cost (up to £20,000) of an experimental tank for research purposes to be erected at the National Physical Laboratory, Bury, provided the expenses of maintenance for the first ten years are assured, and suggesting that the shipbuilders and shipowners of the country should be invited to guarantee the necessary amount for that purpose. Mr. Yarrow's magnificent offer has been gratefully accepted subject to the conditions under which it is made, and Committees will be formed in order to take such steps as may be necessary to carry the scheme to a successful issue." (Cheers.)

PRESIDENT'S ADDRESS.

The Earl of Glasgow, delivering his presidential address, said that it was now matter of history that the past year had not been one of continuous expansion in the shipbuilding and engineering trades. The laws of supply and demand were as inexorable as ever, but in addition to the causes operating in a normal manner to bring about this result were the financial panic in the United States and the labour troubles which inevitably followed contraction of business. It had recently been stated that, apart from obsolete and new berths, over 50 per cent. of the shipbuilding berths North-East Coast were vacant, and the outlook at that time was extremely unpromising. Since then the strike had assumed very formidable proportions, and had caused much distress in the neighbourhood through loss of orders and consequent employment. In the aggregate, the falling off in tonnage launched during the past year represented 10 per cent. of decrease upon the totals of the previous year, which was the highest on record for merchant ships. The decrease in tonnage under construction at the close of the year was, however, much greater, there being nearly 50 per cent. less work on hand than at the close of 1906. One feature of the year's shipbuilding had been the proportion of vessels built for abroad, which was nearly 50 per cent. above the normal supply of recent years. This demand had now been mostly met, and the outlook from this point of view was not much better than from that of home consumption. If the year's records had proved disappointing as regards quantity the same could not be said of the nature of the work turned out, for there had been some remarkable developments in maritime power in a mercantile as well as a naval sense.

SUCCESS OF THE TURBINE.

In marine engineering the past year had been noteworthy for the continued and increased employment of the steam turbine for various classes of ships, both naval and mercantile, and attention was still focused upon this form of engine. His success in the Navy, where it had now entirely superseded the reciprocating engine, had been very marked of late. The First Lord of the Admiralty, in his explanatory statement, said that "all war vessels present under construction are being fitted with machinery of this type, which has, without exception, proved very successful in the vessels which have been so fitted." The adoption of the turbine had rendered possible that increase of speed which in every type of warship appears as one of the most conspicuous features of recent construction. The 21 knots of the Dreadnought had become the general standard of battleship speed in other Navies as well as our own; the modern cruisers, notwithstanding their heavy armament and armament, were enabled to do 25 knots an hour, while in the torpedo-boat and destroyer classes some very remarkable results have been obtained with turbine engine and oil fuel during the past few months.

THE BRITISH AND OTHER NAVIES.

The Navy Estimates this year had been awaited with more than usual interest. The sea of controversy that had raged of late about the rank of British naval supremacy had created a feeling of uncertainty with regard to the measures that were being adopted to ensure the maintenance of our Navy at its relativestandard of power and efficiency compared with the other navies of the world. The increasing interest in naval construction abroad aid the expansion and improvement of shipbuilding outside the United Kingdom called for serious attention of those responsible for naval defences of this country. In the United States there were at the present time twenty-nine warships building, as compared with twenty-two a year ago. These included seven battleships, two armoured cruisers, three scouts, eight submarines, and five destroyers, and represented a total money value of over £20,000,000 exclusive of cost of armament and armament. The German programme, which was designed to cover a period of ten years, constructive building policy, allotted an average of £1,000,000 per annum to new construction of armaments, and provided for four capital ships a year to be laid down for the next few years. In France a comprehensive programme was being worked to whereby in twelve years time the world would possess thirty-eight modern battleships, twenty-six armoured cruisers and scouts, 900 destroyers and torpedo-boats, and 131 submarines. In Russia the reconstruction of the Navies was being actively pursued. In the face of such a situation it must be admitted that the Navy Estimates recently presented to Parliament were remarkable for their moderation. The total amount asked for was £32,319,500, being an apparent increase over last year's total of some £20,000,000; but when allowance was made for the surplus of stores in hand the figure was reduced to a net increase of only £2,200,000. The shipbuilding vote, which more rapidly than any other concerned the members of the Institution, was actually less than it was last year by over £50,000, while it was £4,100,000 less than the corresponding vote in 1904, since which time it had been steadily decreasing. When it was remembered that cost of individual units had, during this period increased enormously, it was obvious that the number of ships of each class which could be built from this year's programme must consequently be small. Two large armoured ships (one a battleship, the other a cruiser), six fast but small protected cruisers, sixteen torpedo-boat destroyers, and a number of submarines were the total new construction proposed. It

was quite evident from this programme that the axiom laid down by the Board of Admiralty three years ago with regard to the necessity of building each year four large armoured ships had been abandoned, at any rate for the time being. Moreover, of the sums now asked for the Government only proposed spending a very small proportion on new ships during the current financial year.

A MISCHIEVOUS PRINCIPLE.

No adequate reason had, so far, as Lord Glasgow was aware, been advanced for this change of policy. It had been suggested that our present position was unsatisfactory and that our facilities for rapid construction were a valuable asset. Both these contentions were true for the moment. But our position would only continue to be unsatisfactory if we took the necessary steps for maintaining it. The value of speed in construction must not be overrated; it was only of value if others did not achieve it. The monopoly—if it can be so called—of rapid building must be ours to-day but not to-morrow, for no unprotected monopoly could exist for long in the manufacturing world. There was no intrinsic reason why other nations whose yards were equipped with modern plant and whose demand for skilled workmen was kept fully supplied should not turn out warships in as short a space of time as our own dockyards or private builders. Our relations with foreign Powers—notwithstanding occasional attacks of newspaper fever—were fortunately friendly, and for the moment no serious complications overshadowed the political horizon. But no Government could afford to confine the immediate necessities of the moment the demands which it must make upon the resources of the nation to provide for the needs of the future. (Cheers.) And yet this was apparently what was being done at the present time. "Sufficient unto the day is the evil thereof" appeared to be the principle upon which this year's Naval Estimates had been based. No more mischievous principle, however, could be applied to our national defences. (Cheers.) A hand-to-mouth policy was one that could only increase our difficulties in the near future, and very heavy outlay would be needed before long if our standard of naval strength was to be maintained. That standard was admittedly on a rapidly-falling gradient as regards new construction at the present moment. (Hear, hear.)

DANGER OF PROCRASINATION.

No one doubted for a moment that should urgent necessity arise, the Government of the day, to whom every port it might belong, would readily vote such sums as its official advisers considered needful. But to found a policy of procrastination upon the uncertain value of this eleven hour remedy was surely to jeopardise our naval position and saddle the future with an unknown and possibly unlimited liability. (Cheers.) He felt convinced that the only real economy possible in naval affairs was that which was consistent with the maintenance of our naval superiority. With the resources at their disposal the present Board of Admiralty had displayed great energy in carrying through various measures for maintaining our naval construction in the front of the Navies of the world, and the wisdom of a forward policy in the constructive and engineering departments at Whitehall had been fully vindicated. The successful introduction of far-reaching changes in mechanical forms of propulsion was indicative of the high standard of technical knowledge and practical experience attained at our great naval centres. In our private ship and engine building establishments and armour-plate works that standard was now lower; the mechanical plant in both Government yards and private works had of late years been brought very generally up to date; our supplies of skilled workmen were still large enough to meet all probable demands, and their ranks were being continually reinforced through the increased facilities now available for technical education. Such factors as these were regarded as quantity the same could not be said of the nature of the work turned out, for there had been some remarkable developments in maritime power in a mercantile as well as a naval sense.

ANNUAL DINNER.

position of honour would not be held by the project very much longer. The best plate for the Governments of the world to adopt was that which was being made to-day. So far as he was aware, no plate, under trial, had yielded such generally good results as a well-made Krupp plate.

TORPEDO BOATS AND DESTROYERS.

Mr. John E. Thorncroft read a paper entitled "Modern Torpedo Boats and Destroyers" in which he reviewed the development of these classes of vessels, pointing out that, besides the Japanese, most Navies which had built destroyers had adopted British design. There had been no falling off in the demand for high speed in vessels built for foreign Navies and the latest destroyers built for the British Navy had been designed for a speed of not less than 33 knots. While destroyers had increased in size and power very greatly, the torpedo boat had developed to an almost equal extent. The latest type of torpedo boat, ordered in 1905, was fitted with turbines and for oil fuel, the adoption of oil giving a much greater radius of action at full speed. While the turbines had produced excellent results, it was a question whether equally favourable results would not have been obtained with twin-screw reciprocating engines and oil fuel. In the debate which ensued Sir Philip Watts, Director of Naval Construction at the Admiralty, stated that the new 34-knot destroyers, of which five were nearly completed (one of them, the *Cossack*, having been already taken over by the Admiralty) carried a load between that of the river class and that of the 30-knot boats. All the designs had been carefully worked out and brought into line with one another, most of the parts being made interchangeable. The main engines, for instance, were precisely the same in each. All the vessels had now been run on the measured mile. Their trial were not yet completed, but as class they had got their speed, and the results had quite justified the original anticipations of the Admiralty. Admiral Sir Cyrius Bridge observed that to Lord Spencer more than to anyone else was due the introduction of the torpedo destroyer, the only man-of-war of any class, he believed, which was evolved from deliberate strategical and tactical experiments. Mr. S. Barnaby said they were all terribly distressed at the accident which had recently befallen the *Tiger*. (Hear, hear.) He did not see, however, that anything could have been done to save that ship from the mishap. It was impossible to provide a vessel capable of making a blow which made a hole of any size amidships.

ANNUAL DINNER.

EARL CAWDOR ON BRITISH NAVAL SUPREMACY.

The annual dinner was held at the Hotel Cecil in the evening, when the Earl of Glasgow presided over a company numbering upwards of three hundred. Among those present were Earl Cawdor, Lord Pirie, Sir Philip Watts, Director of Naval Construction; Sir William Matthews, President, Institution of Civil Engineers; Sir Inigo Thomas, Secretary to the Admiralty; Sir Walter Cowell, Marine Secretary to the Board of Trade; Sir George Holmes, Chairman of the Board of Works, Ireland; Sir John Mowlem, Master of the Company of Shipwrights; Admiral C. C. P. Fitzgerald, M. E. Barth, President of the Association Technique Maritime; Captain F. Schilling, French Naval Attaché; Commander W. Wiedemann, German Naval Attaché; Commander J. H. Gibbons, United States Naval Attaché; Captain N. von Wawel, Austria-Hungarian Naval Attaché; Captain S. Toohin, Japanese Naval Attaché; Captain V. E. Montes, Argentine Naval Attaché; Captain F. Behr, Russian Naval Attaché; Mr. Francis Henderson, Chairman British Corporation of Shipping; Mr. James Knott, President, Institution of Marine Engineers; and Mr. John Ward, President Institution of Engineers and Shipbuilders in Scotland.

Earl Cawdor, in proposing the toast of "The Royal Navy," referred to the accident which a few days ago befell the *Tiger*, one of the terribly sad disasters which from time to time overtook all countries which aimed at naval efficiency. In naval manoeuvres in preparing for war risks must be run. (Hear, hear.) Such risks were run gladly and nobly—(hear, hear)—and when young lives were lost in such a disaster it might be claimed that they had been no less lightly laid down than were those which were laid down in war itself. (Cheers.) All present extended their sympathy to those who were sorrowing. (Cheers.) Whatever navies might mean, he concluded, to other countries it could never be too often or too strongly impressed on the inhabitants of these islands that our Navy meant to us practically our existence. (Hear, hear.) We aimed at no aggrandisement or acquisition of territory, but we meant to make ourselves secure. (Cheers.) Moreover, if we were to be safe we could not escape the burden of the Navy Estimates, and he pleaded for a wise looking ahead and a wise and careful spreading of the burden from year to year, so that there might not be an unbearable burden placed on the taxpayers in the future. (Cheers.) The Institution of Naval Architects appeared to possess the immense advantage of gathering together expert knowledge with regard to naval building and naval engineering, not alone from this country but from abroad. Long might that continue, for it could only do good. While welcoming friends from abroad, he begged that institution, however, in all matters affecting the British Empire, our own interests and our own safety, to keep well ahead of all competitors. (Cheers.)

Admiral Fitzgerald briefly responded. Mr. Francis Henderson, in acknowledging "The Mercantile Marine," which was proposed by Lord Pirie, referred to the Port of London Bill as a very fair settlement of a very complicated question. (Cheers.) Other loans were "Kindred Institutions" proposed by Sir Alex. Kennedy, and named with the names of Mr. John Ward; "Our Guests" given by the President, and responded to by Mr. Bovin; and "The President," which was entrusted to Sir G. Holmes. General Gouleff's proposal started from an exaggerated idea of the risks in a well-designed modern warship, serious as those risks undoubtedly were. It involved great difficulty in arrangement and a reduction in the average efficiency of the defence. It did very little to secure its avowed object, namely, to guard against serious injury by mines or torpedoes and consequent loss by capsizing, and it increased in a marked degree the risk of destruction by gun fire.

Mr. C. E. Ellis, in the absence of Captain T. J. Tressider, read a very technical paper on "Modern Armour and its Attack," in which the inference from various data was drawn that the defensive power of armour under the probable conditions of a naval action would be greater than was suggested by results obtained with the same striking velocity at a short range on the proving grounds. Speaking in the course of the subsequent discussion, Mr. Ellis remarked that the fight between armour and projectiles which had been proceeding for some forty-four years still went merrily on. It might be that the capped projectiles was at the moment the "winner," but he dared say that

the number of ships of each class which could be built from this year's programme must consequently be small. Two large armoured ships (one a battleship, the other a cruiser), six fast but small protected cruisers, sixteen torpedo-boat destroyers, and a number of submarines were the total new construction proposed. It

THE MEMORY MAN.



Brain Fag, Exhaustion, Neuralgia.

The man who never forgets! Is it possible there can be such a man—one who remembers everything? We suppose it does not ordinarily occur to readers what a tremendous advantage a reliable memory gives them, how even their very abilities, friendships, and attainments could not be confined without a good memory! That extraordinary "memory" man, Data, who can instantly give the date of any notable occurrence in the history of the world, says he has been accustomed for the last six years to arm himself against loss of memory, and prevent nervous exhaustion and mental fatigue by a methodical use of Phosferine. Nervous exhaustion, says Data, is always followed by loss of memory, and the only way to speedily remedy or prevent the condition is to renew the nerve forces with a course of Phosferine. As Data is paid a very large income to demonstrate his marvellous feats of memory, his striking testimony to the efficiency of the great nerve specific, is just that practical evidence which every reasoning worker seeks for and instantly appreciates.

How Data defies them.

Data, the extraordinary "memory" man, writes:—"I find Phosferine the best tonic in the world—there is nothing like it for dispelling brain-fag. As you are probably aware, my income is derived from the exercise of an absolutely perfect memory, and after several hours of committing dates and facts to memory I naturally feel mentally exhausted, but Phosferine soon puts me right. I also consider Phosferine an excellent preventive of such nervous disorders as neuralgia and sciatica. You can publish my testimonial as much as you like and as long as you like, I have used Phosferine for the past six years and am quite convinced that there is not a better nerve tonic for the brain worker as there is."—December 17, 1907.

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A PROVEN REMEDY FOR

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Influenza
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and all disorders consequent upon a reduced state of the nervous system.

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Mr. CLINT G. FORD who has been identified with the very foremost dramatic attractions, including Gillet's "Secret Service Co.," "David Harum," "The Clansman," etc., has this to say of Newbro's Herpicide:—

"For years I was annoyed with dandruff and itching of the scalp, all due to my twenty years of theatrical life with its incalculable 'make-up' and wig-wearing. At times the itching of the scalp was in tense. All remedies failed me until I tried Herpicide, and I soon found that it was giving wonderful results. The itching and also the dandruff entirely ceased and hair retained its natural life and vigor."

"There is no question in my mind about the reality of the dandruff germ, and I heartily recommend Herpicide to my friends in the profession."

(Signed) CLINT G. FORD.

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Extravagant claims for toilet remedies do not influence theatrical people, because long experience enables them to discriminate intelligently. They demand merit and will rarely use a preparation that is not actually worth as much or more than it costs in dollars and cents.

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"I take pleasure in announcing the very satisfactory results I have had from the use of Newbro's Herpicide. My hair was falling out so rapidly that I was afraid I would lose it all. A friend advised Herpicide, and after using it faithfully my hair stopped falling out, the dandruff disappeared and my hair is now very soft and glossy."

I would like to see every lady of the profession try Herpicide for I am confident that they would be delighted with it."

(Signed) QUEEN ROSELLE.

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